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AAI AMMRL Activity Indicator

Used by SERMIS to identify an individual IMRL activity. The AAI will be the same as the first 5 positions of the Unit Identification Code (UIC) assigned to that activity. For activities not having a unique UIC (detachments, vans, etc.), the AAI will be the first 5 positions of the UIC of the activity supported by that IMRL. The 6th position will be unique and alpha-numeric; it will be assigned by the SECA.

ACC Aircraft Controlling Custodian.

A term applied to air commands who exercise administrative control of the assignment, employment, and logistic support of aircraft and aircraft engines, The following aircraft controlling custodians have been designated by the CNO: COMNAVAIRLANT; COMNAVAIRPAC; CNATRA; COMNAVAIRES; COMNAVAIRSYSCOM

ADA Acquisition Decision Authority

Identifies the activity name and code or office symbol responsible for technical and acquisition management decisions.

AEL Allowance Equipment List

A technical document prepared for various categories of non-installed material collectively known as equipage. When used for systems, AELs include the items required for operation of the system and/or the repair parts required for maintenance of the system. When part of the COSAL, AELs are in numerical sequence by identification number and considered Part II, Section C

Also a list of aeronautical material and equipment required for aviation maintenance training and for the operation and maintenance of aircraft, air launched weapons, aeronautical systems, and other aeronautical equipment to achieve a desired standard of logistics readiness and endurance. It is furnished to operating units through one or more of the following; AVCAL; SHORECAL; COSAL; IMRL; ERL; or other individuall allowance and outfitting lists

APL Allowance Parts List

A technical document prepared for individual equipment/systems. APLs describe the characteristics of an equipment and list the repair parts considered to be maintenance significant. When part of the COSAL, APLs are in numerical sequence by identification number and considered Part II, Section A

APML Assistant Project Manager for Logistics

Assistant Program Manager For Logistics - Senior Civilian Acquisition logistician responsible for assisting in the planning, budgeting, management, analysis and execution of multiple ACAT III and IV Integrated Logistics Support Programs.

ARR Allowance Requirements Register

ARR is an allowance document containing potential range and depth of aviation material to support maintenance requirements anticipated during a 90-day period. It is based on estimated reliability factors or failure rates derived from actual system-wide usage.

ATE Automatic Test Equipment

Equipment used to accomplish predetermined and preprogrammed testing of aircraft systems without having to rely on human intervention. The aircraft systems are tested automatically for predetermined malfunction possibilities. Also referred to as automatic checkout equipment.

AVCAL Aviaition Consolidated Allowance List

Developed and published by NAVICP. Lists the range and depth of aviation material that is authorized to be stocked by a ship to support maintenance and operations of embarked aircraft. Incorporates consumer level requirements that are in agreement with approved maintenance plans and are tailored to each using activity. The fixed allowance requirements included within the AVCAL are negotiated with the NAVICP, cognizant TYCOM, and user activity at AVCAL Quality Review Conferences (AQRCs). AQRCs ensure propositioning of retail stocks at the operating site to provide adequate material support. The NAVICP convenes the conference to negotiate the allowance requirement of the operating site. The information in the site's maintenance data collection system is the primary element in negotiations of repairable items. The information includes the number of items processed as BCM , items repaired, and the TAT of repairs. The NAVICP-PMI adjusts the preliminary requirement levels to reflect the negotiated allowance. Authorized changes will be incorporated in the final AVCAL products that are forwarded to the operating site.

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AUTOSERD Automated Support Equipment Requirements Document

The automated system supporting the SERD Program. Activities involved in the process of developing and/or updating a SERD will use AUTOSERD.

BCM Beyond Capability of Maintenance

BCM is an action taken by IMAs when repair is not authorized at that level or when an activity is not capable of doing the repair because of a lack of equipment, parts, facilities, technical skills, technical data, and so forth. Refer to OPNAVINST 4790.2 for a list of BCM codes.

BER Beyond Economic Repair

CAGE Commercial and Government Entity

The Defense Logistics Information Service (DLIS) has sole responsibility for assigning and maintaining the CAGE Code Master File.

A five-position all alpha numeric code assigned to organizations which manufacture and/or control the design of items supplied to a government military activity or Civil Agency. Although, regardless of purpose, this code may be used alone to identify a specific manufacturer, government agency, or activity; it is normally used in conjunction with a reference number (DEN D001 REFERENCE- NUMBER or D001W APL-REFNC-NR) to identify the manufacturer, agency, or activity controlling the reference number and what it represents.

The CAGE Code is used to support a variety of mechanized systems throughout the government and provides for a standardized method of identifying a given facility at a specific location. The code may be used for a Facility Clearance, a Pre-award survey, automated Bidders Lists, identification of Debarred Bidders, fast pay processes, etc.

CAL-STD Calibration Standard

Support equipment of known accuracy used to maintain continuity of value in the units of measurement embodied by periodic comparison with higher echelon or national standards

CFA Cognizant Field Activity

CFAs are responsible for in-service engineering of assigned systems that have reached the stable operations phase of their life cycle. One CFA duty is conducting engineering investigations (EIs) on failed systems when engineering or design problems are suspected as the cause of failure. When necessary, issues technical directive changes and releases bulletins concerning systems or equipment problems. Another CFA task is to determine suitable replacement equipment for systems that are obsolete and no longer procurable.

CNATT Center for Naval Aviation Technical Training

Provides Human Performance solutions for all USN/USMC enlisted technical aviation ratings and related aviation maintenance officers to meet Fleet war-fighting requirements. Directs curriculum development, delivery, and acquisition in maintenance and repair of air weapons systems and associated equipment.

COG Cognizance Code

The cognizance symbol is a two position code refix to National Stock Numbers to identify and designate the Inventory Control Point, Office of Agency, which exercises Supply Management. The first position of the cognizance symbol is numeric and identifies the stores account as follows:
Even numbers 2, 4, 6, and 8 denote that material is carried in Appropriations Purchase Account (except 8A).
Odd numbers 1, 3, 5, and 7 denote material is carried in Navy Stock Account. "9" denotes Navy retail items
carried in the Navy Stock Account. Zero (0) denotes material is not carried in a stores account (except OP).

The second position, which is alphabetic, identifies the combined technical (Bureau Command) and Inventory Managers having jurisdiction over the item. The Inventory Manager is that Inventory Control Point office or agency which exercises supply demand control over a given segment of Navy interest material.

COSAL Coordinate Shipboard Allowance List

A list of allowances tailored to suit an individual ship’s material support requirements serving as both a technical and supply document.

CSE Common Support Equipment

Comprised of only those general purpose items supplying or measuring broad parameters of physical properties that are known to be established in the using service's inventory, for example, ground electrical,

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DCN Design Change Notice

A number identifying the documentation describing an approved change to the design of a configuration item after formal establishment of its configuration identification. This DEN also encompasses Engineering Change Proposal (ECP),Design Change Notice (DCN), Engineering Design Change Notice (EDCN), Field Change, Ship Alteration (SHIPALT),Special Project Alteration (SPALT), Change Authority Number, Engineering Change Notice (ECN), Support Documentation Change Notice (SDCN), etc.

DLA Defense Logistics Agency

Part of the Defense Logistics Agency, Logistics Operations (J-3) includes Business Modernization Directorate(J-32), Acquisition, Technical, Supply Directorate (J-33), Readiness and Customer Support (J-34), DLA Customer Represenatative Support Unit (DCRSU), Distribution, Reutilization Policy Directorate (J-37) and Business Management (J-38). Logistics Operations is responsible for the worldwide logistics support throughout the Department of Defense.

The primary focus of J-3 is to support the warfighter in time of war and peace. J-3 supports the procurement, management, storage and, and distribution of 4.6 million items for U. S. military customers, other federal agencies, and allied forces. To accomplish this mission, DLA utilizes the support of Supply Centers, a Distribution Center, and Service Centers.

DLIS Defense Logistics Information Service

The Defense Logistics Information Service [DLIS] primary mission is to support all logistics functions of the DoD, other Government Agencies and foreign governments through the collection, processing, storage and dissemination of the data in the Federal Logistics Information System (FLIS). DLIS uses the FLIS as the primary means to organize and maintain information from the Federal Catalog System. The processing and dissemination of logistics information takes place on six million items of supply - from hand grenades and guided missiles, to propeller blades and space vehicles, to soap dishes and washing machines. Using a specially tailored universal logistics language, DLIS identifies supply items at locations around the world. It describes items, tells who uses and manages each item, and where it is stocked, stored, and issued. Logistics data is the key to military readiness and DLIS' mission is critical to that readiness. DLIS serves as the United States representative in all matters relating to international codification to NATO and other foreign governments. We provide technical assistance and guidance on the operation, principles, and procedures of international codification, and serve on NATO panels and task groups. In 1985, DLA assigned DLIS the new mission of implementing and maintaining the Military Engineering Data Asset Locator System (MEDALS). DLIS provides training to the logistics community to keep services and agencies informed on how to use the FCS and MEDALS, and to keep everyone aware of enhancements to the FLIS.

DLR Depot Level Repairable

The DLRs are repairable items for which the condemnation should be made at the depot level. These items may also be repaired at the organizational or intermediate level as determined by the assigned SM&R code. Depot level repairable are further categorized as described in the following paragraphs. . Aviation Depot Level Repairable (AVDLRs) are DLRs under the management of the Naval Inventory Control Point-Philadelphia (NAVICP-PM). Selected repair or maintenance of AVDLR components can be accomplished at the intermediate maintenance activity (IMA). Unserviceable AVDLRs that were determined to be beyond capability of maintenance (BCM) at the IMA must be shipped to the depot repair facility. . Non-AVDLRs DLRs under the management of the Naval Inventory Control Point-Mechanicsburg (NAVICP-Mech). Unserviceable non-AVDLRs are shipped to a depot repair facility when determined to be BCM at the IMA.

ECP Engineering Change Proposal

Formal ECPs shall be supported by drawings and other data (e.g., Logistic Support Analysis (LSA) data, detailed cost **proposal** data, test data and analyses) as specified in the contract to justify and describe the **change** and to determine its total impact including assessments of changes to system operational employment characteristics. When a life cycle cost and/or operation and support cost model has been included in the contract, the ECP shall also include the costs expected to result from the implementation of the **change** into all future production and spare items projected to be procured for the program. Also for all projected operation and support costs for operation of the total inventory of items by the Government. A summary of any testing done to validate concepts or new technology to be employed in the proposed **engineering change** shall be presented in the supporting data. Details of such test data shall be provided if it is vital to the decision regarding acceptance of the **change**.

FLIS Federal Logistics Information System (See DLIS)

FLR Field Level Repairable

Field level repairable are repairable items identified by MCC “D” which are to be repaired at the local

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FMEA Failure Mode and Effects Analysis

The Failure Mode Effect Analysis (FMEA) is a method used for the identification of potential error types in order to define its effect on the examined object (System, Segment, SW/HW Unit) and to classify the error types with regard to criticality or persistency. This is to prevent errors and thus weak points in the design which might result in a endangering or loss of the system/software and/or in an endangering of the persons connected with the system/software. The FMEA is also to furnish results for corrective measures, for the definition of test cases and for the determination of operating and application conditions of the system/software.

FMECA Failure Mode Effects and Critically Analysis

A failure mode and effects and critically analysis is a process that evaluates, documents, and ranks the potential impact of each functional and hardware failure has on mission success, personnel safety, system performance, maintainability, and maintenance requirements. The information provided by a FMECA is one of the primary inputs for the RCM process.

The FMECA is an analytical tool used to determine functions, function failures, failure modes, and failure effects for a given item of hardware. The standard use to develop a FMECA is included in the MIL-STD-1629A, *Procedure for Performing a Failure Mode, effects and Criticality Analysis*.

FMS Foreign Military Sales

The Foreign Military Sales (FMS) program is the government-to-government method for selling U.S. defense equipment, services, and training. Sales in FY98 were approximately $8.6 billion and $12.2 billion in FY99. Responsible arms sales further national security and foreign policy objectives by strengthening bilateral defense relations, supporting coalition building, and enhancing interoperability between U.S. forces and militaries of friends and allies. These sales also contribute to American prosperity by improving the U.S. balance of trade position, sustaining highly skilled jobs in the defense industrial base, and extending production lines and lowering unit costs for key weapon systems.

The Department of Defense has launched a major effort to reform the current foreign military sales system and to ensure that this valuable program remains viable into the next millennium. This reform effort will focus on improving the FMS system's performance and adopting better business practices wherever possible. Total sales through FY2002 can be found in the **DSCA Facts Book 2002.**

FSC Federal Stock Class

Each item in the Federal Supply System is assigned to a specific Source of Supply (SOS) for management. The FSCs indicate that either DLA, GSA, or DMA has been designated as the integrated materiel manager at the wholesale level for one or more consumable items of supply in the FSC. Source of supply must be determined for individual NSNs to route MILSTRIP /FEDSTRIP documents or obtain information on that specific item. Source of supply is contained in the Consolidated Management Data List (ML-C Basic) available through your service/agency publication point.

FSCM Federal Supply Code For Manufacturers (See CAGE)

FST Fleet Support Team

A virtual team superimposed upon the existing Program Team IPT structure and comprised of team members who perform the functions associated with in-service engineering and logistics support, or A non-geographic, multi discipline integration team responsible for providing in-service engineering and logistics support. In both definitions, the FST works in a networked, collaborative fashion to ensure that the functions of in-service engineering and logistics support of an aircraft, weapons system or equipment are properly attended.

GFAE-TBI Government Furnished Aeronautical Equipment – Test Bench Installation

An aircraft component required as a part of a test set or test bench installation. Refers to Weapons Replaceable Assemblies installed in a test bench harness, test set or test console which are required to simulate in a shipboard or shore based maintenance shop a system, assembly or component of the end article for the purpose of accomplishing all necessary operational and maintenance test and repair procedures. External connectors, separate from those used by the UUT, are provided by the TBH for connecting the GFE. In a test "set-up" that utilizes two or more items of GFE, one of the GFE items may be removed from its connectors for insertion of a UUT. Determination of a GFE requirement is through the technical manual or maintenance plan of the system supported. The Maintenance Plan is the only source of allowance information for GFAE-TBIs.

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IETMs Interactive Electronic Technical Manuals

Interactive Electronic Technical Manual - The five Classes of IETM s are: Basic ETMs: Class 1 -- Electronically Indexed Page Image, Advanced IETMs: Class 2 -- Electronic Scrolling Documents, Advanced IETMs: Class 3 -- Linearly Structured IETMs, Extended IETMs: Class 4 -- Hierarchically Structured IETMs, Extended IETMs: Class 5 -- Integrated Data Base IETMs)

An Interactive Electronic Technical Manual (IETM) can be one of the many by-products of SGML/XML content tagged data.The use of databases and legacy data for system maintenance/repair combined with SGML/XML tagged content can result in an IETM. (Http://cpt.fsu.edu/pdf/ietm1.pdf) provides more information

IMA Intermediate Maintenance Activity

I Level Maintenance mission is to enhance and sustain the combat readiness and mission capability of supported activities by providing quality and timely material support at the nearest location with the lowest practical resource expenditure.

I Level Maintenance consists of on and off equipment material support and may be grouped as follows: Performance of maintenance on aeronautical components and related SE; Field Calibration Activity which perform I-Level calibration of designated equipment; Processing aircraft components from stricken aircraft; Providing technical assistance to supported units; Incorporation of TDs; Manufacture of selected aeronautical components, liquids, and gases; Performance of on-aircraft maintenance when required; and Age Exploration of aircraft and equipment under Reliability Centered Maintenance.

IMRL Individual Material Readiness List

The IMRL is a consolidated list specifying items and quantities of SE end items required by a particular aircraft maintenance activity or activity component to perform its assigned maintenance level functions as detailed by the NAMP (OPNAVINST4790).

The IMRL also includes a list of GFAE (Government Furnished Aeronautical Equipment) used in conjunction with IMRL SE end items. An IMRL is constructed for all Navy and Marine Corps aviation maintenance activities by extracting and processing applicable portions of SERMIS Source Data.

MCC Material Control Code

A Material Control code (MCC) is a single alphabetic character assigned by the inventory manager. It is used to segregate items into manageable groupings (fast, medium, or slow movers) or to relate to field activities special reporting and control requirements. Appendix 2 of NAVSUP P-437 provides a listing of material control codes. The MCC occupies card column 73 of the transaction detail card or MILSTRIP requisition

MIF Master Item File

ADP System used by NAVICP Philadelphia and Mechanicsberg, NAVICP Philadelphia and Mechanicsberg maintain two separate databases with common supply system data elements

* Contains supply significant data
* Interfaces with AUTOSERD via dataset comparisons / updates on a bi-monthly alignment schedule, will soon be updated on a monthly basis
* Numerous files are available for query

MMF Mobile Maintenance Facility

A relocatable tactical shelter; includes the MMF and its related equipment. The principle application of a MMF is to provide relocatable housing for aviation weapons system and USE maintenance or functions. They may be used on-board ship or ashore.

MP Maintenance Planning

An iterative process that ensures the highest affordable aviation weapons system reliability by using the broad range of aviation metrics to analyze effectiveness and performance of each weapons system’s maintenance programs, continually improve maintenance documentation and recommended improvements across the entire spectrum of ILS elements

MTPSI Master Test Program Set Index

Information usually transcribed on 5" by B" cards and provided for each , ATE system by UUT and ID. The MTPSI is in UUT part number sequence and identifies the USE needed for end-to-end test.

NADEP Naval Aviation Depot

Naval Aviation Industrial establishments which ensure continued flying integrity of airframes and flight systems during subsequent operational service periods. Naval Aviation Depots also perform maintenance on material requiring major overhaul or rebuilding of parts, assemblies, subassemblies, and end items. It includes manufacturing parts, modifying, testing, inspecting, sampling, and reclamating. Naval Aviation

NAMTRAGRU Naval Aviation Maintenance Training Group

See CNATT

NAMP Naval Aviation Maintenance Program

Naval Aviation Maintenance Program - NAMP Policy (OPNAV 4790.2 series) Volumes I, II, III, IV, and V of subject program This instruction outlines command, administrative and management relationships Establishes policies and procedures for the assignment of maintenance responsibilities and tasks The basic document and authority governing the management of all naval aviation. The Meet and exceed aviation readiness and safety standards established by CNO; Optimize the use of manpower, material, facilities and financial resources in accordance with policy guidance and technical direction provided by this instruction and by related implementing directive; "Achieve continuous process improvement" as detailed in Volume I, Chapter 2; Provides for the maintenance, manufacture and calibration of aeronautical equipment and material at the level of maintenance which will ensure optimum use of resources; Provides for the protection of weapon systems from corrosive elements through an active corrosion control program, and the application of a systematic planned maintenance program; Provides for the collection, analysis, and use of pertinent data to continuously improve material readiness and safety at the least possible cost.

NAVAIR Naval Air Systems Command

NAVAIR provides total life cycle support of all naval aviation weapon systems including research, design, development, and engineering; acquisition; test and evaluation; training facilities and equipment; repair and modification; and in-service engineering and logistics support.

NAVAIR employs nearly 32,000 military and civilian employees; manages approximately 150 acquisition programs; and maintains over 4,100 aircraft in active inventory, including 96 individual type/model/series. Principal customers include the operating forces of the Navy and Marine Corps, other activities of the U.S. Armed Forces, and foreign allies.

NAVAIR comprises six organizations working as a fully integrated team: Naval Air Systems Command (NAVAIR); Program Executive Office, Air Anti-Submarine Warfare, Assault, and Special Mission Programs PEO(A); Program Executive Office, Tactical Aircraft Programs PEO(T); Program Executive Office, Strike Weapons and Unmanned Aviation PEO(W); and Program Executive Office, Joint Strike Fighter PEO(JSF) and the Naval Inventory Control Point (NAVICP).

NAVICP Naval Inventory Control Point

The Mission of the NAVICP is to provide program and supply support for the weapons systems that keep our Naval forces mission ready.

The Naval Inventory Control Point (NAVICP) exercises centralized control over 350,000 different line items of repair parts, components and assemblies that keep ships, aircraft and weapons operating. NAVICP also provides logistics and supply assistance to friendly and allied nations through the Foreign Military Sales program.

NAVSEA Naval Sea Systems Command

The largest of the Navy's five systems commands, Naval Sea Systems Command (NAVSEA) engineers, builds and supports America's Fleet of ships and combat systems. Accounting for nearly one-fifth of the Navy's budget (approximately $20 billion), NAVSEA manages more than 130 acquisition programs, which are assigned to six affiliated Program Executive Officers (PEOs) and various Headquarters elements.

NAVSUP Naval Supply Systems Command

The Naval Supply Systems Command provides U.S. Naval Forces with quality supplies and services. A principal source of readiness for U.S. Naval Forces, NAVSUP's diverse team delivers information, material, services and the quality of life products our Naval Forces need. Our vision of One-Touch Supply inspires everything we do -- a single action by the customer activates a global network of sources that delivers best value products and services. A workforce of nearly 23,000 employees manages logistics programs in the areas of supply operations, contracting, resale, fuel, transportation, security assistance, conventional ordnance, food service and other quality of life programs.

NAWCAD Naval Air Warfare Center, Aircraft Division

The Aircraft Division has sites at Patuxent River Maryland, Lakehurst, New Jersey, and Orlando, Florida. NAVAIR Weapons Division is located at China Lake and Point Mugu California, and White Sands, New Mexico.

NAWCTSD Naval Air Warfare Center, Training Systems Division

The Training Center is located at Orlando, Florida.

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NICN Navy Item Control Number

An identification number assigned by an authorized Navy Inventory Control Point, e.g., Philadelphia (aka ASO) or Mechanicsberg (SPCC), to (1) identity temporarily an item of supply, pending stock number assignment by Defense Logistics Supply Center; or (2) identify permanently technical information.

NIIN National Item Identification Number

A nine position non-significant number assigned by DLSC (Defense Logistics Service Center) to identify an approved item of supply within the Federal Cataloging Program. This data element comprises the last nine positions of the National Stock Number DEN C001K.

NSN National Stock Number

An 18 character field consisting of: Dual Cognizance Code (Pos 1&2), Material Control Code (Pos 3), Federal Supply Classification (Pos 4-7), NIIN or NICN (Pos 8-16 and the Special Material Identification Code (Pos 17 & 18). All of these fields are assigned by NAVICP. During SERD creation, a temporary NIIN or NICN will be assigned that will be reassigned by NAVICP.

OMA Organization Maintenance Activity

O Level Maintenance is performed by an operating unit on a day to day basis in support of its own operations. The O-level maintenance mission is to maintain assigned aircraft and aeronautical equipment in a full mission capable status while continually improving the local maintenance process. While O-level maintenance may be done by I-Level or D- Level activities, O-Level maintenance is usually accomplished by maintenance personnel assigned to aircraft reporting custodians.

O Level Maintenance Functions generally can be grouped under the categories of: Inspections, Servicing, Handling, On-equipment corrective and preventive maintenance (including on-equipment repair, removal and replacement of defective components), Incorporation of TDs, less SE, within prescribed limitations, Record keeping and reports preparation, and age exploration of aircraft and equipment under Reliability Centered Maintenance.

PMA Program Manager, Air

PMA(s) provides total life cycle support for assigned naval aviation weapon systems including research, design, development, and engineering; acquisition; test and evaluation; training facilities and equipment; repair and modification; and in-service engineering and logistics support.

PME Precision Measuring Equipment

Devices used to measure, gauge, test, inspect, diagnose, or examine material, supplies, and equipment to determine compliance with requirements established in technical documents, for example, research, development, test, and evaluation documents, specifications, engineering drawings, technical orders, technical manuals, maintenance instructions, and serviceability standards.

PMS Program Manager, Ship

PMS(s) provides total life cycle support for assigned naval sea systems including research, design, development, and engineering; acquisition; test and evaluation; training facilities and equipment; repair and modification; and in-service engineering and logistics support.

PN Part Number

Any number, other than an activity stock number, used to identify an item of production either by itself or in conjunction with other reference numbers, to identify an item of supply. Part numbers includes manufacturer's or government part, drawing, model, type, and source controlling numbers and specifications or standard part, drawing, or type numbers. Each part number will always be accompanied by its applicable Commercial and Government Entity Code.

PSICP Program Support Inventory Control Point

An organizational unit or activity within the DOD supply system that is assigned the primary responsibility for the material management of a group of items either for a particular service or the DOD as a whole. Material inventory management includes budgeting, cataloging, requirements computation, procurement, distribution, disposal, and general repair direction.

RFI Ready For Issue

Material, equipment, aircraft, and SE which does not require rework of any type, replacement of overage parts, or other than routine pre installation and post installation condition verification prior to use. RFI items are not necessarily new or like new, but are functionally reliable and meet applicable performance

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RN — Reference Number (aka Part Number)

Any number, other than an activity stock number, used to identify an item of production either by itself or in conjunction with other reference numbers, to identify an item of supply. Reference numbers includes manufacturer's or government part, drawing, model, type, and source controlling numbers and specifications or standard part, drawing, or type numbers. Each reference number will always be accompanied by its applicable Commercial and Government Entity Code C035 (CAGE-CD).

SECA — SUPPORT EQUIPMENT CONTROLLING AUTHORITY

A term applied to major aviation commands that exercise administrative control of the AMMRL Program SE end items for allowance and inventory control. The following are designated SECAs: COMNAVAIRLANT, COMNAVAIRPAC, CNET, COMNAVAIRESFOR, COMNAVAIRSYSCOM, and NAMTRAGRU.

NOTE: COMNAVAIRSYSCOM exercises SECA functions directly for SE related to Maritime Preposition Ships and New Construction Ships; COMNAVAIRSYSCOM delegates authority to act as SECA for SE related to NAVAIRSYSCOM controlled activities to NAVAIR 5.0D42.

SERD — Support Equipment Requirement Data

The primary source of data for SERMIS Source Data. The SERD provides initial engineering data describing the function requiring support. It also provides procurement, logistic support and allowance information for the recommended USE end item. Requirements for design, development, procurement, test and total quantities of USE are established through government approval of the SERD. The SERD is submitted per Data Item Description for each item of USE required to support the end article. SERD submissions and subsequent revisions, are a continuing requirement throughout the life cycle of the aircraft or system.

SERMIS — Support Equipment Resource Management Information System

The AMMRL Program's MIS. SERMIS provides SECAs with on-line visibility of source, allowance, inventory and rework data to aid inventory control. SERMIS is the repository of master data for printing IMRLs and provides in-use asset visibility to the SECAs, ASO, SPCC, NAVAVNMAINTOFF, NAVAIRWARCENACDIVLKE and COMNAVAIRSYSCOM non-SECA functions.

SHORCAL — Shore Consolidated Allowance List

Ashore activities use in place of the AVCAL. Procedurally same as AVCAL. Ordinarily associated with consumer level support for aviation depot and field level repairable. Includes both consumable and repairable allowances when initially established for an operating site. Subsequent SHORCAL requirements for consumable items must be for new aircraft or a weapons system.

SLM — System List to Model

An application of AUTOSERD & SERMIS that provides cross-reference information of all SE list codes to a specific aircraft, engine, equipment or operational site.

SMR — Source, Maintenance and Recoverability

A collective code assigned to items during the provisioning, source coding, or selection process to convey specific information to maintenance and supply personnel. The SM&R code consists of three parts; a source code, a maintenance code, and a recoverability code.

SPAWAR — Space and Naval Warfare Systems Command

SRA — Shop Replaceable Assembly

A generic term which includes all the packages within a WRA including chassis and wiring as a unit. (Sub-level mechanization or modular subdivisions within an SRA may occur.) Conversely, a WRA is composed entirely of SRAs.

SRA — Specialized Repair Activity

TD — Technical Directive

A document authorized and issued by COMNAVAIRSYSCOM to provide technical information necessary to properly and systematically inspect or alter the configuration of aircraft, engines, systems, or equipment subsequent to establishment of each respective baseline configuration. TDs include all types of changes and bulletins and consist of information that cannot be disseminated satisfactorily by revisions to technical manuals. NATEC controls assignment of TD numbers.

TEC — Type Equipment Code

A 4-character code used to identify the complete end item or category of equipment being worked on, for

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UIC Unit Identification Code

Identifies a ship, shore activity, operational unit, agency, contractor, or other organized entity in the manner
specified by individual military service/agencies for accounting or other purposes. Such identification is accomplished via a five character code which is expressed using the second through sixth characters of this DEN. The first character position consists of SERVICE-DESIGNATOR-CODE (DEN K048) for certain file applications. In provisioning, allowance and load list applications alphabetic characters shown following are appropriately suffixed to SERVICE - DESIGNATOR-CODE, to form Activity Address Code used in lieu of DEN K048. "R" for all ships, and units afloat - Pacific. "N" for all shore stations, activities, and organizational units. "V" for all ships, and units afloat - Atlantic. UADPS-SP(BREES):Alpha or numeric characters to indicate account number for the purpose of requisitioning and/or receiving material.

WRA Weapon Replaceable Assembly

A generic term, includes all the replaceable packages of an avionic equipment, pod, or system as installed in an aircraft weapon system, with the exception of cables, mounts, and fuse boxes or circuit breakers.

WSM Weapons System Manager

WSPD Weapons System Planning Document

Provides base loading data, planned procurements, delivery schedules, system inventories, planning factors, material support policy, training plans, and other related planning information.

WUC Work Unit Code

A numeric or alpha/numeric code that identifies a system, subsystem, set, major component, repairable subassembly, or part of an end item being worked on. WUCs are assigned and controlled by the NATEC under the direction of COMNAVAIRSYSCOM. WUCs are published in WUC manuals for end items in three major categories: (1) T/M/S for aircraft, drones, and missiles; (2) aircraft flight/tactical trainers; and (3) aeronautical SE. The first two positions of the WUC identify the system within the aircraft/equipment on which work is being performed. A five (or greater where available) character WUC is normally used in recording on equipment maintenance work to identify discrepancies discovered to the greatest detail possible. The number 9 is used to indicate "NOC". The NOC category is not intended as a catch-all code but rather as a code under which occasional discrepancies, for example, nonrecurring, and work on noncoded repairable items may be reported. Refer to applicable aircraft/equipment WUC manuals for complete breakdown. A unified numbering system code may be used in place of the WUC and may be either be numeric or alpha/numeric.